

## Alexandria Gazette.



WEDNESDAY EVENING, JULY 9, 1902.

THE BOARD OF ALDERMEN last night concurred in the action of the Common Council in passing the ordinance allowing the electric railway company to construct a loop around the square bounded by King, Prince, Fairfax and Royal streets, whereby the dangerous Y at the intersection of King and Royal streets will be abandoned. Attempts were made to amend the ordinance by tacking a repealing clause to it, together with one compelling the company to pay Royal street from King to Prince. The debate on the measure will be found in the regular proceedings of the board. The action of Council in this matter will be affirmed by most citizens for several reasons, the greatest being the abolition of the dangerous procedure at the intersection of two of the most crowded streets of the city; to say nothing of the fact that the city will have a square and a half more of vitrified brick paving and granite curbing. The gentlemen who insisted on the amendments were conscientious in their convictions and acted as they believed for the best interests of the city; but there was another side to the matter and it is the belief of the greatest number of people that the two-thirds majority of the board viewed the proposition in the proper light. The assertion that the value of the franchise of the railway company would be enhanced by the loop seems extravagant when the fact that should the property become unremunerative the road would be a white elephant, no matter if the streets through which it passes were beautiful boulevards laid in concrete. That property on the streets through which the loop is to be formed will be advanced in value is an assertion that cannot be easily controverted. No one will undertake to deny the fact that the electric railway company has at times been loth to act in good faith with the city, but that there are times when it has made practical and reasonable overtures none will controvert. While all would be pleased to see the square on Royal street paved, it would be a strange procedure to attempt to make the company do the work under present conditions when the city is charging it an annual rental of \$1,600 for a specified term of years. And besides all this, the electric railway is an institution of no little importance to Alexandria and so long as the company acts in good faith, the city should manifest suitable reciprocity.

At the conference of school superintendents at Charlottesville yesterday Governor Montague made an address in which he made some timely suggestions concerning the public school system of the State. In referring to the negro problem he said:

"We should try education as a factor to determine the negro problem. We have not resolved ourselves from the responsibility until we have tried education. We should have a system that will be within the reach of the colored man which will make him a useful and practical citizen."

Governor Montague means well, as do many others, when they imagine education—that is, such as is afforded by schools—will make the great mass of negroes useful and practical citizens. The history of the past third of a century in Virginia proves conclusively that it will not, and that, after all the dreams of philanthropists and abolitionists, the best education the negro ever received was in the houses of sensible white people where they evolved into expert cooks, waiters, coachmen, farm hands, etc., and made some advance in mechanics. Many years ago a colored man, owned by an Alexandrian, was employed in the press room of the Gazette office where he learned to operate a steam engine. When the war came on he went to New Jersey and procured a situation in a hotel at forty dollars a month and board. Had he started in life with no capital save a common school education he would either have been compelled to become a laborer or lapsed into a drone in the hive of industry. Education may prove a boon to a very small percentage of negroes, but for the majority it either unfits them for the battle of life and fills for short of making them useful or practical citizens.

THE CITY COUNCIL last night elected Mr. Thomas A. Fisher to succeed Capt. Herbert Bryant as Police Commissioner from the Third ward. The newly-elected commissioner is a well-known young business man and will doubtless prove an efficient member of the board. The army friends of Captain Bryant, however, while bowing to the fiat of the majority, regret his retirement as a commissioner, believing, as they do, that his course during the past few years of his incumbency has been from a conscientious standpoint and that he has ever been actuated by what he believed to be right. Even those with whom he has in past years had temporary frictions recognize in him a man animated by upright prin-

ciples who has ever performed his duty in a manner he believed for the city's best interests. During the past twenty years he has filled complimentary positions which have taken much of his time and attention, and many will bow to him whose work is done, when he shall lay down the often arduous and unthankful duties of Police Commissioner.

IN AN address Monday at the Mennonite Brethren in Christ camp meeting, in Wyomissing Grove, Mohnsville, Pa., Rev. W. J. Fretz, of Spring City, said that people nowadays eat too much. He said that prohibitionists are waging vigorous warfare against those who drink to excess, and yet they are no worse than those who eat to excess. This has been observed since the days of Alexander the Great and Diogenes. The former died in Babylon after a drunken debauch on the same night Diogenes paid the debt of nature in Athens from eating too much raw beef.

THE COMMISSIONERS of the District of Columbia have recently received complaints that roosters disturb the peace by crowing in the capital city. They have profoundly considered the matter and yesterday officially announced that they were powerless to stop such infractions of the peace and dignity of Washington. This is a sad state of affairs, and those whose nerves are shattered or slumbers disturbed by chancier's greeting to the sun god should receive sympathy.

## FROM WASHINGTON.

[Correspondence of the Alexandria Gazette.]

Washington, D. C., July 9.

Notwithstanding the fact that Secretary Moody, of the Navy Department, has issued the most stringent orders against the disclosing of information relative to the working out of the great war problem, which is to be effected in September by the army and navy jointly, some of the details of the preparation for this event have already been discovered. At present the plans of the maneuvers are locked up in the offices of the general war board, but it is understood that the problem decided upon is an attack and defense of the approaches to the New York harbor, and later, in all probability, of the city itself. There will be mobilization of the entire North Atlantic squadron and of a sufficiently large force of the army to conduct the work of offense and defense. Experiments of all kinds in the rapid concentration of troops, improved methods of landing large bodies of troops in the shortest possible time and the latest schemes of telegraphic communication will be tried. Altogether the maneuvers are to establish the practicability of many devices that have been invested since the war of 1898.

Advice received here indicate that a change of government is imminent in Venezuela. Officials of the State Department are inclined to regard President Castro's desertion of his capital for Paris where his fortune has been deposited for years. Another defect undoubtedly make his return to Caracas impossible, since a large number of Venezuelans would turn to the victor and actively assist in completing the overthrow of the present administration. Meanwhile this government is prepared to recognize any de facto administration which may follow Castro's defeat.

Judge Advocate General Lemaire this morning received despatches from San Francisco announcing the successful standardizing trial run of the torpedo boat destroyer Paul Jones, built by the Union Iron Works, Lt. Fenton in charge of the test reports that the boat made on the run a maximum speed of 28.91 knots, 336 revolutions and developed 7900 horsepower. On the hour run the Paul Jones averaged 27.42 knots and 322 revolutions to the same effect.

Negotiation with Colombia for a treaty to enable the United States to construct the Panama canal have been begun. It is expected that the treaty will be ready to be presented to the Senate for ratification when it ascends next December and that actual work upon the construction of the canal may begin early next year.

## NEWS OF THE DAY.

The troops of President Castro of Venezuela are accused of pillaging and cruelty. The volunteers of Miral Valle and Rinconada Vieja, in Costa Rica, are in eruption.

King Edward, in deciding to be crowned in August, overruled the opinions of his doctors.

Philippine school teachers are to be informed that religion is not to be taught in the schools.

A sand storm which raged three days in the "desert" of Colorado, caused considerable damage to property.

Harry Tracey, the fugitive Oregon outlaw, has been seen in a suburb of Seattle, Wash., and is being pursued.

Near Nardine, Okla., yesterday, four mutilated bodies were found on the plains, a family having evidently been murdered.

Reports from Ohio, Indiana and Kentucky show damage in many localities from lightning during the thunderstorms Monday night.

Near Cleversburg, yesterday, George W. Phillips was killed in a fight, and Hiram Bowermaster was arrested, charged with the murder.

J. Pierpont Morgan has conditionally offered to the British Admiralty for 50 years control of the British ships in his Atlantic combination.

President Roosevelt told visitors to his home, at Oyster Bay, L. I., yesterday, that Congress would yet enact a law for reciprocity with Cuba.

The democratic judicial convention, to nominate three judges of the State Supreme Court, met in Springfield, Mo., yesterday. The Kansas City platform was adopted after a contest.

The British punitive expedition, under Colonel Swaine, sent to Somalia, East Africa, against the Mad Mullah, reports that the Mullah is indulging in wholesale killing of his followers in order to terrify the rest and put a stop to desertions.

Terrific hailstorms have caused great damage in the provinces of Lugo, Pontevedra and Orense, Spain. The hail fell at Chantada, Lugo province, until it was over a yard deep. Many persons were injured and numbers of head of cattle were killed.

Cholera is on the increase at Pekin. The extent among the natives cannot be reckoned. About 200 corpses are carried out of each of the two or three east city gates every day. Nearly 2,000 persons have died from the disease in the Philippines up to date.

Fortified by an offer of a million and a half dollars a week for the striking anthracite miners, President Mitchell is more cheerful than when he returned to Wilkesbarre, Pa., from New York yesterday morning. Senator Hanna, however, says the strike may soon be settled.

Rev. O. C. Burt, pastor of the Quarryville Methodist Church at Lancaster, Pa., is on trial by a court of inquiry. The charge against Burt is that, although a married man, he tried to induce Miss Annie Shenk to elope with him. Charges of immorality will be preferred against Burt, to be heard at a later date.

The Earl of Arundel and Surrey, only son of the Duke of Norfolk, who died yesterday at Arundel Castle, Sussex, was heir of the premier Duke and Earl. He had been an idiot and a cripple since his birth, September 7, 1879. He was on one occasion taken on a pilgrimage to Lourdes, France, in hopes of benefiting him.

The London Daily Mail, summing up the operations of the American capitalists who are exploiting British industry, declares that the members of the British cabinet are living wholly in the past, and do not know what to do. It adds that unrestrained competition is on trial in the industrial struggle between nation and nation.

Mutiny and murder occurred on the American schooner Mary Sanford, which has arrived at Pensacola from Bluefields, Nicaragua. During the voyage a man was killed and the crew tried to lynch the murderer. First Mate Nicholson, the murderer, was placed in jail soon after the arrival of the Sanford at Pensacola.

A young man ran wildly through the streets of Dorchester, Mass., toward Franklin Park, yesterday, and disappeared among the trees. A few moments later those who had seen the fleeing man learned that he was Herbert Hill, of Roxbury, and that he had just shot and killed his married sister and had wounded his mother so seriously that probably she would die. He was arrested.

## VIRGINIA NEWS.

Mr. Frank Gould says he will invest \$2,000,000 in improving and extending the street car lines in Richmond.

B. W. Pyle, who committed suicide in a Chicago sanitarium, is believed to have been a former resident of Richmond.

Governor Montague addressed the teachers of the School of Methods and the superintendents' conference at Charlottesville yesterday.

Judge James C. Lamb has announced his purpose to resign from the Commonwealth bench of Richmond October 6. He considers his salary of \$3,200 inadequate.

Mrs. Ashburna Tilden Phelps died last night at Lynchburg in the 94th year of her age. Deceased was a real daughter of the American Revolution, her father, Dr. Tilden, having served in the Continental army with much distinction.

Capt. Edwin Valentine, of Irvington, commanding the fishing boat Miles, of Westwick's factory, Irvington, was struck by lightning while aloft looking out for fish yesterday, and instantly killed. Captain Valentine was about 42 years of age, and is survived by his wife. A small boy who was by his side was also struck.

The work of double-tracking the Richmond, Fredericksburg and Potomac railroad will probably be completed by the first of next spring. New working forces are being added every day, and the work is being pushed to completion as fast as possible. Two steam shovels are being used in the work between Ashland and Taylorsville, where the track is being laid on an entirely new roadbed.

The Baltimore and Ohio passenger train which left Harrisonburg, at 2 o'clock yesterday struck and killed the five-year-old child of Wade Lamb, who lives five miles south of that place. The train crew did not know of the accident, and the young one was not known to have been killed until he failed to come to supper. A search was instituted and his buried body was found beside the track.

A colored girl, eleven years old, was assaulted at Somerset Beach, King George county, late Monday by two negroes from Washington. The girl was picking berries a short distance from the crowded beach, when the men overpowered her and she was brutally handled before her cries brought rescuers to the scene. Both men were arrested and taken to Washington. The girl is in a precarious condition and will probably die.

Fifth street African Baptist Church, in Richmond, which recently received into its membership John Mitchell, a negro editor, who had been excluded from the First Church, must turn Mitchell out within sixty days, or else have the hand of fellowship withdrawn by the First Church. This conclusion was reached last night by a council embracing representatives from a large number of the negro churches, who also had the counsel of the leading white preachers of Richmond.

REFUSED TO OFFICIATE.—Rev. C. B. Bryan, rector of old St. John Church, Hampton, gave a couple some good advice and lost a marriage fee yesterday. The would-be bride and groom were Miss Jennette H. Pollock and John A. Wedderburn, both of Washington. They secured a license at the clerk's office and going to the rector asked him to marry them, but to keep the marriage a secret as they expected to have a big church wedding in Washington one year from now. Mr. Bryan refused to perform the ceremony, and finally persuaded the couple to abandon the project. The license was returned to the clerk's office and the couple left for Washington. Wedderburn said that he was the publisher of a Washington Sunday morning paper. He is about twenty-seven and his pretty sweetheart about twenty-three.

More skins of evidence were unraveled at Good Ground, L. I., today in the hearing of Louis Dishow charged with the murder of "Dimple" Lawrence and Clarence Foster. While the witnesses called up today have brought out no new points, they have at least tended to corroborate the testimony that the couple went to their death by foul means. The

## CITY COUNCIL.

There was a well-attended meeting of the City Council last night. A large volume of routine business was transacted. There was a joint session of the two boards and Mr. Thos. A. Fisher was elected Police Commissioner from the Third Ward and Mr. C. R. Yates a School Trustee from the First. An ordinance providing for the issue of \$50,000 bonds for street improvements and repairs to the gas works was passed, and a resolution adopted by both boards adjourning until the second Tuesday in October.

The ordinance allowing the electric railway company to form a loop around the block bounded by King, Prince, Fairfax and Royal streets was passed by the Board of Aldermen.

## BOARD OF ALDERMEN.

All the Aldermen were present and most spectators were without the bar than usual.

Mr. Ballenger offered a resolution, which was unanimously adopted, providing that when Council adjourned it be to meet again on the second Tuesday in October.

Mr. Ballenger also presented a petition from Mr. Frank T. King asking that the assessment on the property bounded by Lee, Queen and Union streets and Thompson's alley be reduced from \$3,500 to \$2,000. On his motion it was referred to the finance committee.

Mr. Marbury made inquiries concerning the ordinance recently laid over by the board providing for a loop of the electric railway around the square bounded by King, Prince Fairfax and Royal streets, and upon motion of Mr. Hill it was called up. The ordinance having been read the second time.

Mr. Burke arose and said the ordinance was in the nature of a grant to the electric railway company where it was to receive certain benefits and not the property-owners in front of whose premises the track was to be laid. He was not averse to the railway nor to the proposed loop, believing, as he does, that the modus operandi of shifting cars at King and Royal streets is dangerous. He, however, believed property-owners on the proposed route should receive some benefit from the procedure and that the company should be compelled to pay Royal street from Prince to King while the loop was being made. He also thought a repealing clause should be inserted in the ordinance. The company would perform no street service under the provisions of the ordinance, but would merely run its trains between this city and Washington. It rendered no street service in the latter city either, but had been compelled to use an underground current there. He would cheerfully vote for the ordinance with the amendments he had suggested, and respected that people should have some compensation for the running of cars in front of their property.

Mr. Hill said he was sorry he was unable to agree with Mr. Burke in his convictions, as he believed property on the line of the proposed loop would be materially enhanced in value after the work had been done. He further said he was in favor of getting all possible out of the railway company. It had no claims upon him, as he had paid in full for all value received, when he had had business with it, but he called attention to the fact that the company was at present paying \$1,600 a year for the use of Royal street, and under such circumstances it would be unjust to force it to pave that street.

Mr. Hill said he was anxious to see the vitrified brick paving extended on Prince to Royal street, as it was his desire to have it continued up Prince street. He did not believe there was a single dissenting voice on the route of the intended loop.

The President (Mr. Curtin in the chair) was averse to the ordinance in its present shape, and his objections were on the same lines as those expressed by Mr. Burke. He, too, was not averse to the railway company, but believed certain amendments should be inserted in the ordinance before it was passed. He said in the event of the loop being formed the property of the company in Alexandria would be increased in value to the amount of \$100,000, which would be a big item should it desire to sell out. The city would get nothing save the paving of a square and a half. He reiterated that he was not inimical to the railway, but in issues like that pending he was for guarding the city's interests at all hazards. The company was to pay nothing for the privilege they were asking. The people living on the route were merely getting improved paving in front of their houses. Mr. Sweeney gave an exhaustive history of preceding legislation in connection with the railway, especially that in connection with the use of Fairfax and Royal streets, and argued that it would be unjust to people living on Royal street between Prince and King were that square not paved. It was true that the city received \$1,600 for the use of Royal street, but the money went into the general fund and people living on that thoroughfare received no more benefit from the sum than those residing elsewhere in the city. He closed by urging the insertion of a repealing clause in the ordinance which would provide for reimbursing the company for its outlay in paving should Council at some future time desire to obliterate the loop.

Mr. Hill again opposed the amendments suggested. He said were the electric railway taken up Alexandria would see a decided change in people living on our streets—people living here and paying taxes. He was also anxious to see the abolition of the dangerous Y at King and Royal streets. Sooner or later some one would be killed if it was not abandoned, and one life was of more importance than anything else which had been debated. No one living on the proposed route had appeared to antagonize the loop, and he had been assured that when it shall have been made trains will arrive and depart here at intervals of ten minutes.

Finally Mr. Burke presented an amendment to section 3, providing for the paving of Royal street. This was lost by the following vote: Ayes, Messrs. Burke and Mr. President—2; Noes, Messrs. Hill, Marbury, Ballenger, Clark, Curtin and W. H. Sweeney—6. He then submitted another amendment providing for a repealing clause and for reimbursing the company in the event of the ordinance being repealed. This was also voted down, the ayes being Messrs. Burke, W. H. Burke and Mr. President, the second named gentleman having in the meantime stated that he believed a repealing clause was necessary. The

ordinance was subsequently read the third time and passed by a vote of ayes, 6; noes, 2—the latter being Mr. Burke and the President.

A resolution which had come in from the other board compelling electric cars to stop at King and Alfred streets for the purpose of taking on and putting off passengers was recommended to the committee on streets, and after concurring with the Common Council on all other papers sent in the members proceeded to the chamber of the lower board for the purpose of participating in the election of a Police Commissioner and School Trustee and upon their return adjourned.

At 8:15 President Paff called the board to order.

The finance committee, by Mr. Bryan, reported in favor of paying Corporation Attorney Booth \$100 for services, etc., and the report was adopted.

The committee reported adversely upon the motion to have the official proceedings published in both daily papers of the city.

Mr. Bryan said there were three papers in Alexandria, the Gazette, the Times and the Call. Only one publication was needed and the City Council could not afford more.

The report was adopted—ayes, 8; noes, 6.

The same committee reported an ordinance to provide for borrowing money on Issuing bonds for \$50,000.

Mr. Bryan said the Corporation Attorney advised that the ordinance be adopted as approved by the Mayor before the new constitution goes into effect.

The ordinance authorized the issue of 20 bonds of \$1,000, 40 of \$500 and 100 of \$100 each, the bonds to bear 4 per cent interest and to be dated July 1, 1902. The ordinance was adopted. Ayes, 14; noes, 0.

The street committee reported an ordinance for the construction of sewers on Queen street from Pitt to Columbus, and on Washington from Queen to Princess streets. Also for sewers on Princess and Cameron streets. The ordinance was referred.

The resolution requiring the Washington, Alexandria and Mount Vernon Railway trains to stop at Alfred street, was reported by the street committee changed so as to require the local trains to stop at Alfred street.

Mr. McCuen said this was not satisfactory. The stoppage of the local trains was made now, but the ordinary citizen could not distinguish a difference between the local and express trains. All should be required to stop.

Mr. Bryan moved to strike out "local" so as to require all trains to stop at the point named.

Mr. Burke agreed that all trains should stop. The city ordinance granting the right of way knew no difference between one train and another.

Mr. Leadbeater defended the report of the committee as it stood. There were only four squares between Washington and Henry streets and three squares between Washington and Royal—not much difference.

Mr. Bryan urged that if any trains are stopped at Alfred street all should be.

Mr. Trimmer asked if this exemption of express trains from the law had been done at the request of the electric railway company.

Mr. Leadbeater said no communication had taken place between the committee and the railway managers.

After further discussion the report of the committee was rejected, ayes, 9; noes 4; and a resolution requiring all trains to stop at Alfred street was adopted. The Aldermen having non concurred the question went over.

A petition for a gas lamp at the intersection of Queen and St. Asaph streets was referred.

The report of the Board of Health on nuisance in alleys, etc., was referred to the committee on streets.

The wardens recommended the rebuilding of the third fire engine at a cost of \$2,500 and this was referred to the committee on finance and public property.

An order to pave the alley fronting on north Alfred street between King and Queen streets at a cost of \$485 was agreed to, yeas 13, nays 1 (Mr. Usher). Council concurred with the Aldermen in an adjournment over until the 2nd Tuesday in October.

JOINT CONVENTIONS.

The joint meeting of the two boards to elect a Police Commissioner and a School Trustee then convened.

The chair announced that the ballot would first be for Police Commissioner. Mr. Johnson nominated Mr. Thos. J. Fisher.

Mr. Ballenger nominated Capt. Herbert Bryant.

1st ballot: Fisher, 12; Bryant, 11. 2nd ballot: Fisher, 12; Bryant, 11. 3rd ballot: Fisher, 12; Bryant, 11. 4th ballot: Fisher, 13; Bryant, 10. So Mr. Thos. J. Fisher was declared to be chosen Police Commissioner from the Third ward.

The election of a school trustee from the First ward vice S. A. Mankin, deceased, then came up.

Mr. Trimmer nominated Robert E. Knight.

Mr. Burke nominated C. R. Yates.

Mr. Hill nominated Benton Chinn.

Mr. Burke said that Mr. Yates had a certificate from Williamsburg.

The voting proceeded.

First ballot—Yates, 11; Knight, 7; Chinn, 6. So Mr. Chinn was dropped.

Second ballot—Yates, 14; Knight, 9. So Mr. Yates was declared elected.

The joint convention then dissolved and the board adjourned until the second Tuesday in October.

OFFICIAL.

BOARD OF ALDERMEN.

At a regular meeting of the Board of Aldermen of the city of Alexandria, Va., held July 8, 1902, there were present:

J. T. Sweeney, esq., President, and Messrs. Hill, Burke, Ballenger, Marbury, Clark, Curtin and W. H. Sweeney.

Mr. Ballenger presented the following which was adopted:

Resolved, That when Council adjourns it be to meet on the second Tuesday in October, 1902.

Mr. Ballenger presented a petition from Frank T. King asking for an abatement of assessment on property bounded by Lee, Union and Queen streets and Thompson's alley from \$3,500 to \$2,000. The petition was referred to the Finance Committee.

The action of the Common Council in adopting a resolution requiring the care of the Washington, Alexandria and Mount Vernon Railway Company to stop at King and Alfred streets to take off and put on passengers was non-concurred in and the resolution recommended to the Committee on Streets.

Mr. Hill called up the ordinance to permit

the Washington, Alexandria and Mount Vernon Railway Company to lay its tracks and run its cars on Prince street from Fairfax to Royal street, and to remove its tracks and cars from the intersection of Prince street and to stop running its local cars in the city of Alexandria on certain conditions.

Mr. Burke offered the following amendment to section 3: "And to pave Royal street from the south side of Prince street to the south side of King street."

The amendment was lost by the following vote: Ayes, Messrs. Burke and Mr. President—2; Noes, Messrs. Hill, Ballenger, Marbury, Clark, Curtin and W. H. Sweeney—6.

Mr. Burke also offered the following amendment to section 9: "But shall be subject to repeal, alteration or amendment at the pleasure of the City Council: Provided that when the City Council shall vote to take back to the W. A. & M. V. R. R. the amount so expended which the city and the property owners would have had to pay for the paving on Fairfax, Prince and Royal streets existing in this ordinance."

The amendment was lost by the following vote: Ayes, Messrs. Burke, W. H. Sweeney, and Mr. President—3; Noes, Messrs. Hill, Ballenger, Marbury, Clark, Curtin and W. H. Sweeney—6. Noes, Mr. Burke and Mr. President—2.

The following were received from the Common Council and their action concurred in:

Communication of Hubert Snowden, Clerk of the City School Board, asking that the salary of the first ward by the death of the late S. A. Mankin.

Report of the Finance Committee on a petition of E. S. Fleming for abatement in tax bill on certain property on Union street.

Communication from the Board of Fire Wardens recommending the rebuilding of the third steam fire engine recently purchased by the city.

Report of the Finance Committee on a resolution providing for the publication of the official proceedings of Council in both the daily papers published in this city.

Report of the costs and assessment of paving on Alfred street from King to Queen, and on King from Union street to the river.

Petition of sundry citizens for a gas lamp at the intersection of Queen and St. Asaph streets.

Resolution appropriating \$485 to pave alleys on Alfred street from King to Queen with vitrified brick paving to the building line and to set curbs.

Report of the Finance Committee on a bill of G. L. Booth, \$100, for legal services.

Communication from James F. Peyton, secretary of the Board of Health, calling attention to the condition of certain alleys.

An ordinance to provide for the issue and sale of fifty thousand dollars of coupon bonds of the city of Alexandria called "Public Improvement Bonds," was presented by Mr. Bryan, read three times and passed: Ayes, 15; noes, 0.

A resolution appropriating \$485 to pave alleys on Alfred street, between King and Queen streets, from curb to building line, was introduced by Mr. Leadbeater and passed: Ayes, Messrs. Trimmer, Bryant, Ballenger, Fisher, Norman, Besant, Butler, Brill, Bryan, Johnson, Leadbeater, Spinks and Mr. President—13; noes, Messrs. Usher and McCuen—2.

The Committee on Finance reported adversely on the resolution which was referred to them on May 27, requiring the clerk to publish the official proceedings in both of the city papers and the report was adopted: Ayes, 8; noes, 6.

The Committee on Finance reported adversely on the petition of E. S. Fleming for a reduction of back taxes on house and lot No. 12 on South Union street and the report was adopted.

A bill from Gardner L. Booth, Corporation Attorney, for services rendered in serving notices to property owners King street from Pitt to Columbus, was referred to the Committee on Finance and ordered paid.

A report of the City Engineer of the cost and assessment for paving King street from Union street to the Strand was received.

A report of the City Engineer of the cost and assessment for paving Alfred street, from King to Queen streets, was received.

A communication from the Board of Health submitting a list of alleys and other places in the city which are a serious menace to the health of the community was referred to the Committee on Streets.

A petition from James F. Peyton et al. for a gas lamp at the corner of Queen and St. Asaph streets, was referred to the Committee on Light.

A communication from the Fire Wardens recommending that the contract for rebuilding the third engine be awarded to the American Fire Engine Company, of Seneca, Falls, N. Y., for the sum of twenty-five hundred dollars (\$2,500) was referred to the joint Committee on Finance and Public Property.

An ordinance to provide for the construction of a sewer on Prince street from Pitt street to Columbus street, and on Washington street from Queen street to Princess street, and for the assessment of a portion of the cost thereof against the property fronting on said streets in accordance with the city charter and the general law providing for local assessments in cities and towns, was referred to the joint Committee on Streets and Finance.

An ordinance to provide for the construction of a sewer on Queen street from Pitt street to Columbus street, and on Washington street from Queen street to Princess street, and for the assessment of a portion of the cost thereof against the property fronting on said streets in accordance with the city charter and the general law providing for local assessments in cities and towns, was referred to the joint Committee on Streets and Finance.

An ordinance to provide for the construction of a sewer on Cameron street from Pitt street to Columbus street, and on Washington street from Queen street to Princess street, and for the assessment